

MOTION BY SUPERVISOR DON KNABE

May 29, 2012

In 1998, the San Gabriel Valley Council of Governments (SGVCOG) created the Alameda Corridor East Construction Authority (ACE) to improve safety and to relieve traffic congestion at key rail crossings in the San Gabriel Valley. The First, Fourth, and Fifth Supervisorial Districts are members of the SGVCOG. Currently, Supervisor Antonovich serves on the ACE Board. To date, ACE has completed all of the safety projects, eight of the grade crossings have been completed or are near completion, and six are ready to go into construction. There is currently a list of additional projects yet to be approved by the SGVCOG Governing Board, now referred to as "Phase 2."

In April 2012, the ACE Board adopted a Phase 2 implementation plan that consists of six grade separation projects with an estimated project cost totaling to \$520 million. ACE has projected revenue for the remaining grade separations at \$470 million, which leaves a \$50 million shortfall. Although ACE staff's hope of obtaining additional revenues to complete all six projects is admirable, ACE faces the reality of a difficult future; one where funding may be problematic because of greater-than-anticipated needs and less guaranteed, available funding.

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The estimated individual project cost for each of six grade separation projects adopted by ACE for Phase II implementation is greater than \$60 million. Therefore, one of the six projects must be delayed to eliminate the funding shortfall. All of the projects, except for the proposed Fairway Drive (Alh) grade separation project, are traditional grade separations where railroad crossings remain as is and the roadway dips to go under the railroad crossing. The proposed Fairway Drive (Alh) concept is similar to the recently completed Sunset grade separation project, where the roadway remained as is and the railroad crossing was raised to "fly over" the roadway.

According to the ACE Chief Executive Officer's memo dated March 7, 2011, ACE completed six grade separation projects, including the Sunset grade separation, from 2006 to today with a slight increase in total actual costs when comparing with the estimated costs. However, 85% of total increased costs were attributed to one project, Sunset, which ACE acknowledged was plagued with problems primarily due to the flyover design and issues with the railroads. Cost increases for the remaining completed grade separation projects, absent Sunset, totaled slightly over 1%.

In the same memo, ACE also identified Sunset being a unique project (flyover) which required far more Union Pacific Railroad (UPRR) interactions. By County Public Works' account, the UPRR imposed additional requirements during construction of Sunset which added more than \$11.1 million to the project cost. To avoid similar cost increases from happening again in the future, formal written approval of the project concept with clearly identified conditions are necessary from the UPRR prior to the start of design of any grade separation project that proposes a railroad flyover.

I, THEREFORE, MOVE that the Board of Supervisors delegate authority to the representatives of the Fourth, First and Fifth Supervisorial Districts to make the following motion at the next SGVCOG Governing Board meeting on behalf of this Board:

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1. Adopt the following five projects as the first priority projects for ACE Phase 2 implementation, all of which will begin design by December 2012 (listed in rank order as established by the SGVCOG Public Works Director Technical Advisory Subcommittee):
 - Fullerton Road (LA Sub)
 - Hamilton Blvd
 - Fairway Drive (LA Sub)
 - Puente Avenue
 - Durfee Avenue
2. The five priority Phase 2 projects listed above in Item 1 will be progressed through the design and land acquisition process in a timely manner and their status will be updated at least quarterly to the ACE and SGVCOG Boards. Construction commitments for these five projects will be considered when individual projects are construction-ready and in the context of available funding.
3. Direct the ACE staff to continue working with the UPRR to obtain written approval for the proposed Fairway Drive (Alh) concept. Written approval shall be in the form of an agreement with the UPRR with conditions clearly identified, if any. Upon securing the UPRR's written approval and identification of additional revenue to support the completion of Fairway Drive (Alh), the SGVCOG Board would reexamine adding Fairway Drive (Alh) as the sixth priority project for the Phase 2 implementation project list.

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